

Chapter 6

Implementation

The Revised Countywide Transportation Plan (Revised CTP) is part of an ongoing local and regional process to provide transportation services. The policies of this Plan will serve as the basis for future planning efforts, while providing the criteria, objectives, and parameters for these future efforts. The Implementation Chapter provides an outline of some of the issues that should be addressed and future tasks that should be undertaken to fully implement the Revised Countywide Transportation Plan.

The Revised Countywide Transportation Plan does not provide the detailed engineering and specific planning and analysis ultimately required for its full implementation. Necessary implementation actions include corridor environmental and alignment studies, modifications to land use plans and ordinances, and interjurisdictional programs development. Table 6-1 (pg. 6-3) outlines major tasks that must be achieved as the County moves toward implementation of priority planned transportation projects.

Implementation

The list below identifies a number of recommended steps:

- Implement the Route 50 Traffic Calming Project.
- Designate Routes 50 and 626 as Virginia Byways and Loudoun County Historic Roadway Districts.
- Complete the evaluation of proposed traffic calming techniques for all policy areas in the County, and develop a program for the implementation of specific projects.
- Work with the Virginia Department of Transportation (VDOT) to implement pave-in-place Secondary Road Improvement Projects for paved secondary rural roads and appropriate safety improvements.
- Adopt an amendment to the Zoning Ordinance to ensure that noise-sensitive uses, such as residential, are not exposed to highway noise levels that exceed limits set by local, state and federal policies, except for temporary VDOT transportation construction projects.
- Establish a trust fund to collect, monitor, and disburse funds for ridesharing and transit services.
- Adopt a single-occupant auto trip reduction ordinance that would apply to corridors/areas designated for transit service. Such an ordinance would encourage the use of Travel Demand Management strategies to reduce traffic generated by new development.
- Initiate, with the assistance of VDOT, a Countywide Bicycle and Pedestrian Mobility Master Plan. Develop a program to implement the plan in all policy areas.
- Work with VDOT to complete an alignment and environmental impact study for the Tri-County Parkway south of Braddock Road. Work within regional processes to identify funds for the Parkway.
- Evaluate options for a Route 28 Corridor Improvement Program, including construction of interchanges and parallel roads through the Public-Private Transportation Act (PPTA) or other means.
- Conduct a Corridor Study for Route 9, including Safety Improvement Program alternate alignments.

- Conduct a Countywide Transit/Ridesharing Study using consultant assistance. Modes studied should include local and regional bus routes, rail, and rail connections, employee shuttles, park-and-ride lots, reverse commutes, and vanpools/shared ride. The *Revised Countywide Transportation Plan* would be modified, as appropriate, following the study.
- Continue to work within the Dulles Corridor Task Force to implement Bus Rapid Transit (BRT) and then heavy rail service to Route 606/Greenway and Ashburn stations.
- Utilize the countywide travel demand forecasting model to evaluate the planned typical sections for all collector and arterial roads in all policy areas.
- Continue development of a Countywide Park-and-Ride Lot Program.
- Implement a Route 7 Corridor Study and Implementation Program between Leesburg and the Fairfax County Line.

Table 6-1: Implementation Recommendations

| Implementation Topic | Objectives | Implementation Task |
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| A. FURTHER ANALYSIS OF MAJOR TRANSPORTATION CORRIDORS | | |
| Route 7: Algonkian Parkway to Leesburg | <ol style="list-style-type: none"> 1. Completion of planned interchanges and parallel roads. 2. Coordination of road improvements with new land use policies. 3. Accommodation of planned connections with Loudoun County Parkway. 4. Expansion of public transit. Implementation of Reverse Commute. | <ol style="list-style-type: none"> 1. Develop implementation program for interchange and parallel roads. 2. Evaluate road network with the County's travel demand forecasting model. Make appropriate changes. 3. Prepare interchange design. 4. Conduct Countywide Public Transportation Study. Implement expanded transit including reverse commute. Work with Dulles Corridor Task Force. |
| Route 7: East of Algonkian Parkway. | <ol style="list-style-type: none"> 1. Completion of planned road network. 2. Protection of local properties along Route 7. 3. Control of traffic volumes on Route 7. 4. Expansion of public transit. Implementation of reverse commute. | <ol style="list-style-type: none"> 1. Complete Algonkian Parkway interchange and other road improvements such as Maries Road. 2. The County should support the continued evaluation of noise abatement along existing residential neighborhoods, including but not limited to noise barriers, to be done through innovative funding techniques (e.g., TEA-21). 3. Use County's travel demand forecasting model to determine how traffic can be oriented to Route 28/Toll Road. 4. Conduct Countywide Public Transportation Study. Implement expanded transit including reverse commute. Work with Dulles Corridor Task Force. |
| Route 7: Between Leesburg and Route 9 | <ol style="list-style-type: none"> 1. Implementation of limited access, including local service roads and new interchange at White Gate Place. | <ol style="list-style-type: none"> 1. Prepare designs for widening Route 7 to six lanes and for the project interchange. 2. Obtain funding. |
| Route 9 | <ol style="list-style-type: none"> 1. Improvement of safety levels along the existing corridor. 2. Development of a Route 9 Corridor Plan including alternate alignments. | <ol style="list-style-type: none"> 1. Implement a Route 9 Safety Improvement Program similar to Route 15. Consider traffic calming similar to Route 50. 2. Conduct Route 9 Corridor Study. Emphasize citizen input. |
| Route 28: Route 7 to Fairfax County | <ol style="list-style-type: none"> 1. Completion of planned interchanges and parallel roads. 2. Coordination of road improvements with land use policies. 3. Expansion of public transit. Implementation of reverse commute and Transportation Demand Management (TDM) 4. Examine long-term (20 years) opportunities for expanded transit services in the Route 28 corridor through an integrated land use and transportation approach. A light rail feasibility study should be a component of this analysis. 5. Evaluation of Public-Private Transportation Act (PPTA) proposals to complete Route 28 improvements including interchanges. | <ol style="list-style-type: none"> 1. Develop implementation program for interchanges and parallel roads. Support PPTA projects. 1b. Advance acquisition of right-of-way. 2. Evaluate road network with County travel demand forecasting model. Make appropriate changes (and/or) adjust land uses. 3. Conduct Countywide Public Transportation Study. Implement transit including reverse commute and TDM programs. Work with Dulles Corridor Task Force. Consider light rail extension from I-66. 4. Conduct long-range integrated transportation and land use study to assess opportunities for the expansion of transit services in the Route 28 corridor. |

| Implementation Topic | Objectives | Implementation Task |
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| Route 15: North and South of Leesburg | <ol style="list-style-type: none"> 1. Improve safety levels along the existing corridor. 2. Control traffic growth on Route 15. 3. Protect/enhance roadside visual aspects. 4. Provide truck inspection pull-offs for both northbound and southbound traffic. 5. Widen Route 15 to four lanes between Virts Corner and Woodlea Drive. 6. Coordinate with Town of Leesburg on Route 15 improvements. | <ol style="list-style-type: none"> 1. Complete Route 15 Corridor Safety Program. 2. Use Countywide Transportation Model to plan for traffic relief for Route 15. 3. Develop program/policies to protect viewsheds and provide new visual amenities such as buffering. |
| Dulles Greenway | <ol style="list-style-type: none"> 1. Complete planned road network including Greenway interchanges. 2. Coordinate road improvements with new land use policies. 3. Expand existing bus service with Dulles North Transit Center and Bus Rapid Transit (BRT) phases. 4. Conduct a future study of extending BRT/Rail services to Leesburg. | <ol style="list-style-type: none"> 1. Develop implementation program for Greenway Corridor road network. 2. Evaluate road network with County travel demand forecasting model. Make appropriate changes. 3. Complete Countywide Public Transportation Study. Work with Dulles Corridor Task Force. Coordinate Task Force. Coordinate with WMATA Regional Bus Study. |
| Recommended Design Guidelines for Major Roadways Countywide updated periodically. | <ol style="list-style-type: none"> 1. Keep the appendix up-to-date with respect to changes that may have occurred through CPAMS, corridor studies, development applications, or VDOT processes. | <ol style="list-style-type: none"> 1. Prepare a biannual update of the CTP Appendix, preferably following an evaluation of the proposed 2020 network through the Countywide Transportation Model. |
| Traffic Volume Collection System | <ol style="list-style-type: none"> 1. Collect up-to-date traffic volume data at major intersections and along collector and local roads. 2. Update the Countywide Transportation Model as traffic conditions change. | <ol style="list-style-type: none"> 1. Acquire traffic counting equipment. 2. Obtain necessary personnel. 3. Conduct counts on a periodic basis. 4. Establish electronic data storage and retrieval system. |

| B. COORDINATION WITH OTHER LOCALITIES | | |
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| Leesburg Area Bypass Route 7/15 | <ol style="list-style-type: none"> 1. Increase capacity of the Bypass and improved safety. | <ol style="list-style-type: none"> 1. Work with the Town of Leesburg and VDOT to complete planning and engineering studies of bypass improvements. Examine the function of other peripheral roads to help reduce the local traffic on the bypass. Identify funding sources. |
| Hamilton Hillsboro Leesburg Lovettsville Middleburg Purcellville Round Hill | <p>Hamilton</p> <ol style="list-style-type: none"> 1. Develop traffic calming plan for the Town. <p>Hillsboro</p> <ol style="list-style-type: none"> 1. Develop a traffic-calming plan for Route 9 in the Town, including appropriate redesign of the intersection with Route 690. 2. Plan for Route 9 Bypass of Hillsboro as part of Route 9 Corridor Study. <p>Leesburg</p> <ol style="list-style-type: none"> 1. Town/County coordination in the evaluation of alternate alignments and typical sections of Crosstrail Boulevard and Edwards Ferry Road. <p>Lovettsville</p> <ol style="list-style-type: none"> 1. Develop a traffic-calming plan for Route 287 in Town. <p>Middleburg</p> <ol style="list-style-type: none"> 1. Complete and Implement Route 50 Traffic Calming Project 2. Pursue Historic Roadways District designation for Route 50 and Route 626 through the Mosby Heritage Area as provided for in the 1993 Zoning Ordinance. 3. Continue Town/County coordination of storm drainage and pedestrian access improvements. <p>Purcellville</p> <ol style="list-style-type: none"> 1. Town/County coordination in the design, funding, and implementation schedule for the Southern Circumferential Road. Consider reduction from four-lane section to two-lane section in a 70-foot right-of-way. 2. Improve the Route 7 ramps at the Route 287 interchange to mitigate backups and dangerous turns onto Route 287. <p>Round Hill</p> <ol style="list-style-type: none"> 1. Develop traffic studies that will include traffic calming. 2. Update internal streets to accommodate stormwater drainage and improve sidewalks for better access to public facilities. | <ol style="list-style-type: none"> 1. Work with the Towns and VDOT to prepare preliminary engineering studies to provide sufficient information for planned roads to estimate costs, negotiate development proffers, and for other purposes. Extend Commuter Bus Service as appropriate. |
| Regular Town/County Transportation Meetings: Identify transportation issues and opportunities. | <ol style="list-style-type: none"> 1. Improve County/Town coordination in transportation planning. | <ol style="list-style-type: none"> 1. Expand Town and County meetings at the Board and staff levels. Refine agendas. Seek opportunities for public participation. |
| Annual Regional Transportation Strategy: Identify regional transportation planning objectives. | <ol style="list-style-type: none"> 1. Improve the County's standing among regional agencies and with other localities while maximizing the advancement of County-favored legislation in Richmond. | <ol style="list-style-type: none"> 1. Coordinate between the Board's Transportation Committee, the Planning Commission, and the staff to identify priority objectives and strategies to focus County efforts in working with regional agencies. Develop in coordination with the preparation of the County's legislative agenda. |

| C. NEIGHBORHOOD ISSUES | | |
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| Neighborhood “Cut Through” Traffic: Planned collector and arterial road projects, such as Davis Drive/Atlantic Boulevard or Algonkian Parkway, should be completed. | <ol style="list-style-type: none"> 1. Minimize commuter traffic on local streets by providing alternative routes around the periphery of the neighborhoods. 2. Coordinate the implementation of traffic-control measures (e.g., stop signs) to discourage “cut-through” traffic. Develop appropriate traffic-calming techniques. 3. Discourage road improvement projects that may direct commuter traffic into residential neighborhoods. | <ol style="list-style-type: none"> 1. Complete collector roads such as Algonkian Parkway, Atlantic Boulevard, Davis Drive, and Claiborne Parkway. 2. Complete a broad analysis of “cut-through” traffic problems and identify how such problems can be reduced through appropriate techniques including traffic calming. |
| D. TRANSIT | | |
| Transit Funding: Establish criteria for evaluating applications for Local Gasoline Tax funding for transit projects. | <ol style="list-style-type: none"> 1. Provide an efficient means of evaluating transit funding applications. 2. Secure state support for transit operations. 3. Develop new sources of transit funding. | <ol style="list-style-type: none"> 1. Develop criteria for evaluation of transit project proposed for gasoline tax and CMAQ funding. 2. Secure yearly approval of state grants for transit operating funds. 3. Work with the Dulles Corridor Task Force to identify funding sources. |
| Proffer Funding: Capital facilities proffers for higher density development be redirected toward transit services. | <ol style="list-style-type: none"> 1. Provide a source of funding for transit service and mitigate the need for new roads. | <ol style="list-style-type: none"> 1. Work toward making transit contributions a part of all appropriate development applications. |
| Land use plans be modified to determine appropriate land use mix, density, and design within transit corridors. | <ol style="list-style-type: none"> 1. Create the development pattern that will facilitate an efficient and effective transit service. | <ol style="list-style-type: none"> 1. Revise community plans in the Suburban Policy Area to reflect land use patterns conducive to transit service. |
| E. BICYCLE AND PEDESTRIAN ACCOMMODATIONS | | |
| Develop Bicycle and Pedestrian Mobility Master Plan | <ol style="list-style-type: none"> 1. Develop Bicycle and Pedestrian Mobility Master Plan to serve as a guide for future bicycle and pedestrian planning activities. | <ol style="list-style-type: none"> 1. Complete Bicycle and Pedestrian Mobility Master Plan within 12 months of the adoption of the <i>Revised Countywide Transportation Plan</i> 2. Form a Citizen’s Bicycle and Pedestrian Advisory Committee to help with the development of this Plan. This committee will be composed of representatives from all major stakeholder groups (recreational and commuter bicyclists, recreational trail users, persons with disabilities, neighborhood-based civic associations, property owners, and business entrepreneurs). 3. This plan will be developed in coordination with the Towns. |
| Implement Bicycle and Pedestrian Mobility Master Plan | <ol style="list-style-type: none"> 1. Include the review of bicycle and pedestrian connectivity and facilities in all development applications. 2. Coordinate bicycle and pedestrian facilities with all VDOT primary and secondary road improvement projects. These accommodations should be considered as part of each stage of scoping, planning, design, and construction. | <ol style="list-style-type: none"> 1. Use the Bicycle and Pedestrian Mobility Master Plan in the review of all development applications. 2. Ensure that these facilities are included in all scoping, planning, design, and construction plans. 3. Update zoning districts to include bicycle and pedestrian connectivity. 4. Develop capital program to implement the Bicycle and Pedestrian Mobility Master Plan. |